



Only 4 Known Dead in Munition Explosion That Cost \$45,000,000

STRIKE CRISIS ON THIRD AV. 'L' AND SUBWAYS

Manhattan Bridge Cars
Halted in First
Move on B. R. T.

TIE UP OF CITY TO-DAY IS THREAT

Hedley Warns Under-
ground Guards to Stick
—30 Hurt in Bronx.

A general strike of the guards and motormen of the subway lines and the Third Avenue elevated line was sought last night by the striking carmen who have tied up surface transportation in The Bronx and on the lines of the Third Avenue Railways system in Manhattan.

At midnight several guards on both the subway and elevated said that every man on both systems had been asked to quit work at daybreak to-day. It was not known how many would obey the call. Union officials refused to divulge their plans, or how far they had gone in organizing the men.

Police on Guard Duty.
Fearing the resumption of rioting throughout the city if the subway and elevated employees walk out, a general order was sent out from Police Headquarters at 11 o'clock, ordering police reserves to be ready to guard both systems. Patrolmen who had been permitted to go home after having been on duty all day yesterday were ordered by telephone to report to their captains at 2 o'clock this morning.

The strikers made their first move last night against the New York Railways Company and the Brooklyn Rapid Transit Company. Seven crews of the North River and Manhattan Bridge line, which is controlled by the New York Railways, the B. R. T. and the Third Avenue system, failed to report for work at 7 o'clock. By 8 o'clock the crews on duty had quit, and traffic on the line had stopped. A rioting mob of strikers which gathered at the Canal Street entrance to the bridge was dispersed by the police.

Hedley Warns Employees.
Frank Hedley, vice-president and general manager of the New York Railways Company, which also controls the Interborough, issued the following statement at midnight:

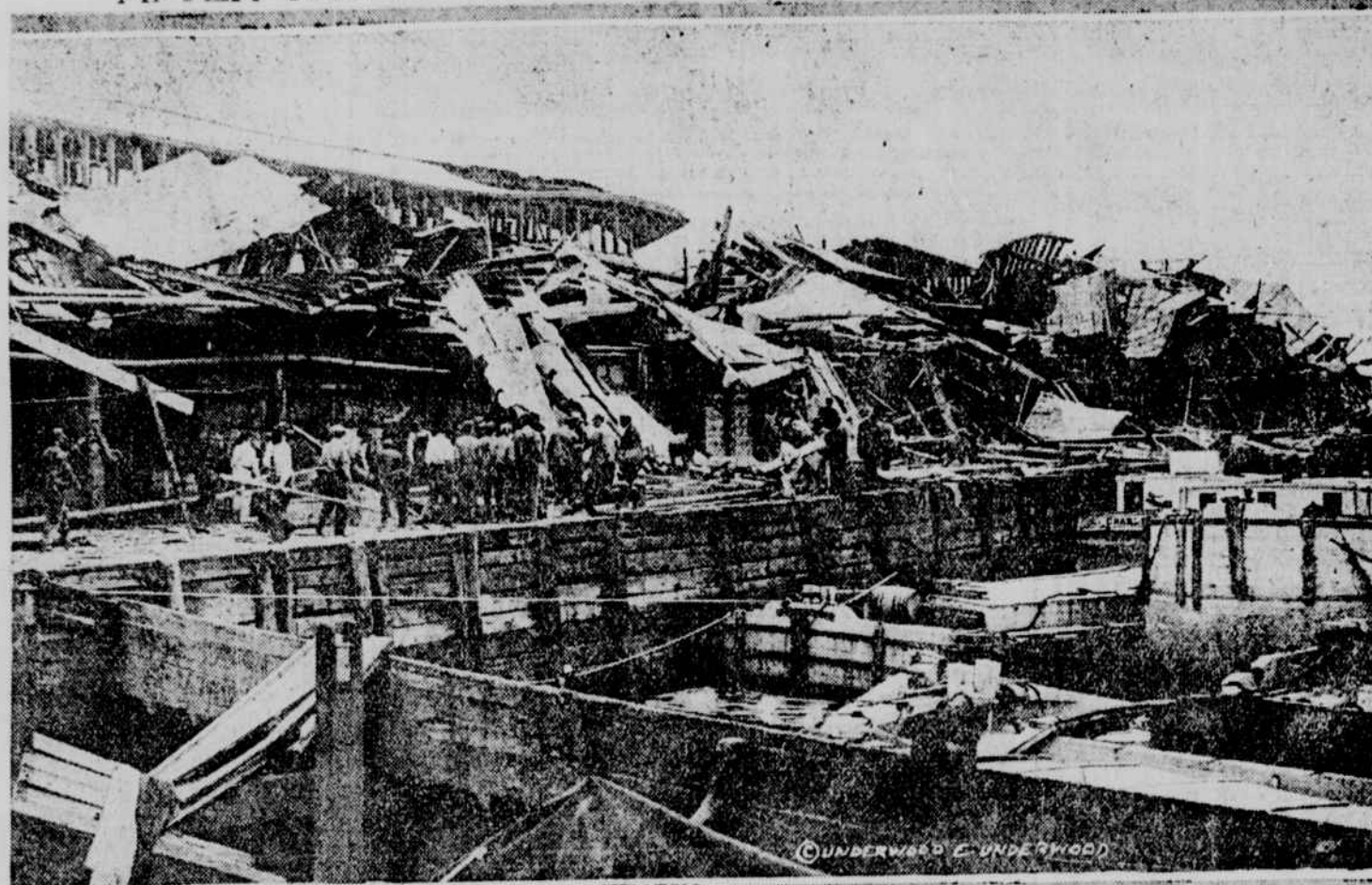
"To All Employees:
"The management notifies its employees that labor agitators from outside cities have announced in secret meetings that they have come to New York to tie up all street railway traffic, regardless of the hardships to the families of the men operating the cars and to the public in general.

"Representatives of the company attended a secret meeting Saturday night, at which a vice-president of the Amalgamated Association of Electric and Street Railway Employees stated that with twenty-five members he could create enough disturbance to intimidate the rest of our employees. This is to notify all employees that the management has arranged for adequate personal protection.

Assurances of Protection.
"There is no dispute between the management and its employees, all of whom we believe to be faithful and desirous of holding their jobs, and therefore we notify such employees to be on their guard against promises and threats of meddlers; and on its part the management will protect every man in the service to the utmost, and to that end has already arranged for proper police protection, in view of recent threats and acts by these agitators. This assurance of police protection is given to us by the proper police authorities."

Striking carmen effected a complete tie-up yesterday of the street-

AFTER THE EXPLOSION ON BLACK TOM PENINSULA



Only sagging, roofless structures now guard storehouse's valuable goods.

ALLIES WIN ON 8-MILE FRONT

Drive Germans 800
Metres in Renewed
Somme Offensive.

By ARTHUR S. DRAPER.

London, July 30.—The joint Anglo-French drive was resumed on a seven-mile front north of the Somme this morning, and all along the line from Delville Wood to the river the Germans were driven back from a quarter to a half of a mile.

Desperate counter attacks were repulsed, all the ground taken was held, and as a result tonight the British lines are to the east of the Waterlot farm and the Trones wood, just under the edge of Guillemont, and the French have cleared the Monacu farm, Hem, the wood and quarry north of it, and have reached the outskirts of Maureaux. The Allies took over 450 prisoners and inflicted heavy losses.

It was to the French that the bulk of the day's honors fell. Charing in the early morning, they drove the Germans from a complete system of trenches five miles long, and in places a half mile deep. There had been the usual heavy artillery preparation, and they found little left of the German trenches which they could turn to their own use. But they immediately dug in, and when the fierce counter attacks came were ready. The fighting is reported desperate, particularly near the Monacu farm.

British Hold Firm.

The British were fighting over territory they had won and lost before. This time they were ready for the counter-drives, and night found them holding all they had gained. The drive took them to the edge of Guillemont, which they have entered twice before.

The day's successes menace the German lines in two ways. The Allies have driven a wedge in between the Albert Ridge and Peronne. The most serious danger lies to the north, where they are passing around, as well as over, the eastern end of the Albert Ridge, and will soon be in the rear of the German lines there. The French threat to Peronne is also grave, since they have straightened and cleared the line north of the river, in the direction from which their final attack will have to be launched.

Wider Offensive Foreseen.

The renewal of the intense bombardment on a wider front than the Somme attack, and the British raids around Ypres and Loos, forecast a wider offensive than has yet taken place, military experts here believe. General Haig's emphasis on the severity of the British gunfire is particularly interesting, because it is an open secret that the British output of guns and ammunition is increasing enormously at the present moment, though it has not yet reached its maximum.

The French supplies have also far outrun what the Germans can afford to use along their part of the front, and this, in a war where the great majority of the casualties are from shell fire, will give the Allies an advantage which cannot be measured, but is expected to reverse the usual rule that the attacker's losses are the heaviest. The bare holding of trenches against the rain of shells which can now be poured out by the Allied guns

Liberty Light Burned On As Shells Swept Bedloe's

Fear for Beacon They Love Was First Thought of Soldiers
After Guarding Their Women and Children from
Lighter's Shrapnel Bombardment.

While bursting shrapnel shells hurled a rain of destruction on Bedloe's Island for two hours yesterday, dropping a hail of bullets and jagged bits of metal about a little group of terrified women and children, crouching at the base of the great Bartholdi Statue of Liberty, and bombarding nearby buildings with a deafening and incessant roar, the light in Liberty's torch, far above the scene of destruction, shone on through the night undimmed. The terrific bombardment came from a burning lighter, loaded with shells, which had drifted to the shore of the island after the explosion on Black Tom peninsula, a half mile west, early yesterday morning.

The bright glare of flames that filled the sky to the west with a crimson glow had awakened Captain Alfred T. Clifton, in command of Company G, U. S. Signal Corps, stationed on the island, shortly before 2 a. m. Knowing tons of explosives, waiting to go to the Allies, were stored at Black Tom, Captain Clifton realized instantly the peril that lay for his men and their families in the deepening red now rapidly filling the entire sky. He acted instantly, and a moment later the blare of a bugle shrilled its alarm through the post.

Island Is Bombarded.

Captain Clifton chose the open air as the best place of safety from the explosion he feared. To rush the women and children, clad only in their night-clothing, into the protection afforded by the Statue of Liberty was the work of a moment, but it was accomplished none too soon. Even before they could gain the side of the monument most distant from the scene of the fire, the drifting lighter, heavily loaded with shrapnel, had reached the shore of the island and its terrible bombardment had begun.

In wild terror the women and children crouched in the protection of the great monument, trembling both with panic and cold, while the roar of the bursting shells seemed to shake the very ground beneath them.

Fear for Liberty's Light.

Their women and children were as safe as they could make them—but in the minds of the men there still remained another fear that grew as each new explosion rent the air.

Was Liberty's light still burning? Each night for years these men had looked with love upon the beacon that meant so much to them. It had become part of their lives. To them its blighting out would be a tragedy.

From where they stood the men could not see the light. Shrapnel, bits of shell that earned death, wreckage but through it all dashed a corporal and three men, out until they could see that the beacon still burned. Then back, unhurt, as by a miracle, they rushed to the waiting men with the news that Liberty's light shone on.

CRASH UPSETS CITY IN SLEEP

Thousands in Panic
Flee Beds for Glass-
Strewn Streets.

Roused from its sleep by a crash such as New York has seldom, if ever, experienced, the city received yesterday morning a more adequate impression of what London is like on those nights when the Zeppelins raid than it has hitherto enjoyed.

There was all the excitement, much of the hysteria and fully as much mystery as ever London experienced under war conditions, and it was not until nearly dawn that most of the city knew what had happened.

The city, all except its army of 100,000 night workers, and the Tenderloin, where sleep never comes, was slumbering. Below City Hall Park the city was dead, and Park Row was preparing to call it a day. Here and there a lonely policeman was pounding post, wondering if the streetcar strike would spread and deprive him of more rest. Only the milkmen and the newspaper delivery wagons were hustling about.

Then the Explosion.

That was the city's condition at 2:07 o'clock. A minute later there was a heavy crash and the island rocked from end to end. Skyscrapers, whose foundations anchor them to the living rock, swayed; glass rained into the streets until sidewalks and car tracks were assailed the nostrils and explosion after explosion drummed in the cars.

Instantly all New York was awake. The glare in the sky told of an immense blaze somewhere; the repeated explosions that it could not be an earthquake; that early reports of bomb outrages, seemingly localized, could be an immense amount of ammunition was being destroyed—how, nobody knew.

Nor could any one tell. Least of all, Police Headquarters, which was bombarded by phone calls from every section of the city, telling of damage where the caller did not ask for information. These reports of damage came from widely scattered sections, in headquarters, the theory of a series of bomb explosions was considered.

In this condition the telephone ser-

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Fore!

The question this morning is, How many golf courses can you get on an island? The answer is at least thirty-five—if it's a Long Island.

But where are they? How long does it take to get there? How much does it cost to belong? What's the carfare?

All answered this morning on the special Long Island Golf Page printed to-day—page 9.

The Tribune

First to Last—the Truth:
News—Editorials—Advertisements.
Member of the Audit Bureau of Circulations.

RAILROAD AGENT AND STORAGE OFFICIAL HELD IN \$5,000 BAIL

Head of Towing Company To Be Arrested To-day
—Lehigh Blames Fire on Barge Belong-
ing to Others.

Dynamite, cellulose and shrapnel, exploding in carload salvos within two miles of the treasure houses of lower Manhattan, shook the island to bedrock early yesterday morning.

It was 2:08 o'clock when Black Tom, a peninsula on the Jersey City side of the Upper Bay, where for days and weeks munition shipments for Europe have been piling up, erupted, hurling whole cases of shrapnel half a mile and bombarding the harbor, Bedloe's and Ellis islands and Jersey City with shot, shell and debris. Powder-laden lighters were transformed into fireboats, which bore down upon New York's waterfront on a flood tide.

Only four lives are known to be lost, but among the scattered crews of barges, schooners and other craft there are still nearly 200 men to be accounted for.

The property loss is estimated at \$45,000,000.

Warrants charging manslaughter were issued last night for Theodore B. Johnson, head of the Johnson Lighterage and Towing Company; Albert M. Dickman, Lehigh Valley agent at the Black Tom docks, and Alexander Davidson, superintendent of the National Storage Company. Dickman and Davidson were arrested in their homes, in Jersey City, and were held in \$5,000 bail. Johnson was out of town and cannot be taken into custody until to-day.

The New Jersey laws provide that explosives in great quantities must not be more than twenty-four hours in loading.

Although railroad officials asserted that a fire on a lighter was responsible, others declared that a car loaded with dynamite caught fire and was shunted into another car, similarly loaded, by its panic-stricken crew. There is no suspicion that the fire was incendiary.

Manhattan rocked at the first concussion. Houses were jarred as far away as Rockaway. The explosion was heard in Philadelphia.

The damage in New York is estimated at \$500,000. Shattered windows littered the downtown streets. Show windows were laid open and valuables lay unprotected in Maiden Lane windows. Only one case of looting was reported to the police and the amount taken was inconsiderable.

RESERVES WERE READY FOR CALL.

Owing to the trolley strike, the reserves were ready for the call, and to them were added the policemen in the military training camp at Fort Wadsworth. They came in khaki. Lower Broadway, Maiden Lane, Nassau Street and other thoroughfares, where thieves would have found rich booty, were roped off and guarded by cordons of patrolmen. On other streets pedestrians were warned to keep to the middle of the road.

For more than two hours harbor shipping was menaced by a bombardment that came not only from Black Tom but from scores of barges that had been cut or burned from their moorings and drifted up toward the Battery on the flood tide. Four circled Ellis Island.

Ceilings and walls were cracked and not a window escaped. The damage may be \$50,000 or \$100,000. The 250 immigrants who were not in the infirmary, many of them excluded women and children who are barred by the war from returning to their own countries, were huddled aboard the government boat, which ran the gantlet of the flaming, belching lighters to South Ferry.

STATUE OF LIBERTY LITERALLY BOMBARDED.

The Statue of Liberty and the military post on Bedloe's Island formed another target. Whole cases of shrapnel fell about the soldiers' quarters. Some of the missiles came from Black Tom, half a mile away. Iron doors were dented and torn from their hinges. The damage there was estimated at \$150,000. Captain Clifton, the commanding officer, assembled the families of the officers on the parade ground, where they cowered in safety while their houses were shelled.

With shrill whistles tooting for right of way, New York's fireboats-charged through the fire-tinged mist and attacked the powder-laden barges. Close to the blazing magazines they ran and manned their blistering monitors at a range that brought the full volume of every stream into play. Tugboats equipped with pumps and hose lines joined the fray and did yeoman service in quenching the flames and towing the deadly flotilla out of the way.

After the first detonation from Black Tom came a series of sharp explosions like a pack of huge firecrackers. A hideout glare lit up the great mushroom of smoke that had sailed up unscathed from the first explosion. A flaming arc, reaching nearly to the zenith, shone over Manhattan and the Upper Bay. Through out Manhattan and Brooklyn people ran to the street, looking for anything from an earthquake to Kingdom Come.

The damage zone extended well up into the hotel and de-